

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 01/24/2006**

DCA05MA004 File No. 19619	10/19/2004	Kirksville, MO	Aircraft Reg No. N875JX	Time (Local): 19:37 CDT		
Make/Model:	British Aerospace / Jetstream 32			Fatal	Serious	Minor/None
Engine Make/Model:	Garrett-AiResearch / TPE331		Crew	2	0	0
Aircraft Damage:	Destroyed		Pass	11	2	0
Number of Engines:	2					
Operating Certificate(s):	Flag Carrier/Domestic					
Name of Carrier:	CORPORATE AIRLINES					
Type of Flight Operation:	Scheduled; Domestic; Passenger Only					
Reg. Flight Conducted Under:	Part 121: Air Carrier					
Last Depart. Point: St. Louis, MO			Condition of Light: Night/Dark			
Destination: Same as Accident/Incident Location			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Instrument Conditions			
			Lowest Ceiling: 300 Ft. AGL, Overcast			
			Visibility: 3.00 SM			
			Wind Dir/Speed: 020 / 006 Kts			
			Temperature (°C): 9			
			Precip/Obscuration: None / Unknown			
Pilot-in-Command	Age: 48		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 4234			
Airline Transport; Commercial; Multi-engine Land; Single-engine Land			Last 90 Days: 191			
Instrument Ratings			Total Make/Model: 2510			
Airplane			Total Instrument Time: UnK/Nr			

The Board's full report is available at <http://www.nts.gov/publictn/publictn.htm>. The Aircraft Accident Report number is NTSB/AAR-05/02.

On October 19, 2004, about 1937 central daylight time, Corporate Airlines (doing business as American Connection) flight 5966, a BAE Systems BAE-J3201, N875JX, struck trees on final approach and crashed short of runway 36 at Kirksville Regional Airport (IRK), Kirksville, Missouri. The flight was operating under the provisions of 14 Code of Federal Regulations Part 121 as a scheduled passenger flight from Lambert-St. Louis International Airport, in St. Louis, Missouri, to IRK. The captain, first officer, and 11 of the 13 passengers were fatally injured, and 2 passengers received serious injuries. The airplane was destroyed by impact and a postimpact fire. Night instrument meteorological conditions (IMC) prevailed at the time of the accident, and the flight operated on an instrument flight rules flight plan.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH

Findings

1. (F) LIGHT CONDITION - NIGHT
2. (C) MINIMUM DESCENT ALTITUDE - CONTINUED BELOW - FLIGHTCREW
3. OBJECT - TREE(S)
4. (C) CREW/GROUP COORDINATION - INADEQUATE - FLIGHTCREW
5. (F) FATIGUE - FLIGHTCREW

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
the pilots' failure to follow established procedures and properly conduct a nonprecision instrument approach at night in IMC, including their descent below the minimum descent altitude (MDA) before required visual cues were available (which continued unmoderated until the airplane struck the trees) and their failure to adhere to the established division of duties between the flying and nonflying (monitoring) pilot.

Contributing to the accident was the pilots' failure to make standard callouts and the current Federal Aviation Regulations that allow pilots to descend below the MDA into a region in which safe obstacle clearance is not assured based upon seeing only the airport approach lights. The pilots' unprofessional behavior during the flight and their fatigue likely contributed to their degraded performance.

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